File No. 232

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Subject,

Aircraft Rules for the C. & M. Station

Previous References.

Later References.

S. 97.—(Blue).

MFP—393 S&P—(M.625)—28-7-36—100,000.

RESIDENT'S OFFICE.

—:o:—

NOTES AND PRECIS.

179—10-6-1933—500—BPB.

Revision of air-craft rules for the C. and M. Station of Bangalore.

(This file was taken over from my predecessor in April last. The last note on the file being Major Loch's note dated 14-8-30 - slip C)

The law for controlling manufacture, possession, use, sale, import and export of air-craft is contained in Act.XVII of 1911, a British Indian enactment which has been applied to the C. and M. Station of Bangalore.

Sections 3 and 6 of this Act empower the Govt. of India and the Local Govt. to frame rules under the Act for certain purposes.

S.N.16 / 40-1911 (J)

In Notification No.62, dated the 16th October 1913, the Local Govt. (i.e. the Resident) has ~~framed~~ issued certain rules entitled "The Bangalore Air-Ship Rules 1913".

The question under consideration in this file that of revising these rules (which were issued so early as 1913). The idea is to have a set of rules for the C. and M. Station ready for issue when future ~~when future~~ circumstances require an elaborate set of rules on the lines of the Govt. of India rules, in place of the existing rules in S.N

S. N.16
40 of 1911

A draft of a set of rules was accordingly prepared in consultation with the Collector; and a copy of the draft was forwarded to Headquarters, Madras District, for remarks. Headquarters replied that they had no remarks to offer.

As stated already, the rules now in force are

tho

those contained in the Residency Notification No.62, dated the 16th October 1913, and no practical difficulties have arisen for want of an elaborate set of rules on the model of the Govt. of India rules for British India; and in view of certain preliminaries to be arranged (vide para 19 of notes) it was suggested in paragraph 24 that the further consideration of the revised draft might be postponed for the time being, the intention being that if future circumstances necessitated the issue of revised rules in place of those at S. N. 16 - 40 - 1911 the draft rules in the file might then be issued with such alterations as might at the time be necessary. This course has not been approved, it being thought that the matter should be considered further at leisure. It may be mentioned that (as stated before at para 24 of notes) other Administered Areas such as those of Hyderabad and Central India have no rules of the kind at all.

Some difficulty also arose in regard to the question of applying the Sea Customs Act to the C. and M. Station which question was raised by the late Sir Steuart Pears in connection with these rules. The difficulty that was felt will be found mentioned in paragraphs 20 and 22. The Hyderabad Residency and the Central India Agency were addressed in the matter but their replies were not helpful. The Chief Commissioner of the Province of Delhi was thereupon addressed, and his reply is the last communication on the file.

Notes written on receipt of this communication are at paragraphs 27, 28 and 29. Secretary's last note on the subject (para 29) runs as follows:-

"(1) Please get a spare clean copy of the

"G. of I's notification and alter in red ink
"in very tidy printing (with a mapping pen)
"in accordance with the various recommendations

"(2) One thing that we should include is
"a para against the use of carrier pigeons
"(see notes 21). We have both in Bangalore and
"Madras Homing Societies. And we have the
"London discovery of importing dope by pigeon
"before us.

"(3) Then, is the next step to address the
"G. of I ?

"(4) Do we notify such rules in Residency
"Orders for public criticism ?"

Point (2)

A rule on the same lines as rule 13 of the existing rules will be included in the new draft rules.

Point (3)

It is not necessary, under the law, to address the Govt. of India in regard to the revision of the existing rules, because under sections 3 and 6 of the Act, both the Govt. of India and the Local Govt. (i.e. Resident) have concurrent powers to frame rules; the only difference is that the Resident's power is "subject to the control of the Governor General in Council". A copy of the rules has to be forwarded to the Govt. of India but the rules do not require the previous sanction of the Govt. of India (who of course, have, under the Act, power to alter them subsequently). Although this is the legal position (vide sections 3 and 6 of the Act), it may perhaps be better to obtain the approval of the Govt. of India before actual issue.

Point (4)

The draft rules require to be notified

in the Residency Orders for public criticism before they can be issued finally, because section 13 of the Act provides that "the "power to make rules conferred by this Act "is subject to the condition of the rules "being made after previous publication"

Point (1)

This it is regretted, has not been done so far; but it seems unnecessary to delay the file further on this account because, it may be pointed out, that the variations between the Govt. of India rule and the draft of the revised C. and M. Station rules are those mentioned by the Collector in the enclosure to his letter at S. N.3, subject to the few modification mentioned in paragraphs 9 and 10 of notes If, in view of what is stated in paras 6 and 7 of these notes, it should be consid that there is no urgent necessity for revising the existing rules for the C. ar M. Station, the question may lie over fo the present; otherwise, on return of fil a spare copy of the Govt. of India rules will be submitted as directed, with the variations shown in red ink. The main points on which orders are now solicite are (i) whether the issue of the revise rules should be proceeded with now (ii) if so whether ~~ther~~ the Govt. of In should be addressed before-hand though is not essential under the law. As st already, the draft rules require publi

in the Residency Orders for criticism before they can be issued finally.

(One of the old cases)

C.V. Ramanathan
24.10.31
VB

Secretary

1. Why cannot the rules now in force in British India be made to apply to the C. & M. Station?
2. Shall attend.

27/10

If no answer is received by Fri. by the S/C he will have to be written to

The suggestion that the rules now in force in British India be made to apply to the C. and M. Stati (with certain modifications) was made by the Collect in his letter at S. N.3 but the suggestion, it may be seen, could not be adopted for the reasons mentioned in paragraph 6 of notes (connected with that letter) to which reference is solicited. It may be mention however that the draft of the revised rules for C. M. Station was based mostly on the British Indian r

In regard to the other question of rules and regulations on the subject for Mysore State, it is submitted that the Mysore Govt. do not appear to h any, so far as information is available in the office. Recently, however, the question of 'Air Navigation Indian States' was raised by the Govt. of India, a a letter was sent to them in August last, conveyin views of the Mysore Govt. on the summary of the

proced

procedure to be followed on the subject. Final orders of the Govt. of India have not been received but reference is invited in particular to the portion marked × in column V of the printed enclosure to the Govt. of India's circular letter at S. N.1/220-1931, where it is stated that "the States should urgently enact and enforce - legislation on the lines of British Indian legislation" in regard to air navigation.

G.V. Ramanathan
3. 11. 31

Secretary

Why cannot we get a copy of the Govt. rules in force in B. I. & have them into a new act. for Cochin & also if the Ad- ditl. cannot be made to apply This is futile Please write & have it speak.

S 57
M 11

In British India, the law governing air-crafts

is contained in

(i) The Indian Air-Craft Act, 1911

and

(ii) Rules made under the Act.

S.N. 21/a/40/11 R

The Indian Air-Craft Act, 1911, has been applied to the C. & M. Station, so that it is in force in the Station in the same way as in British India.

Why rules of the kind cannot be applied to the Station is explained in para 6 of notes, dated 8-12-28.

Rules in force in British India under the Indian Air-Craft Act, 1911 have not been applied to the Station, but a separate set of rules (consisting of 16 paragraphs only) has been made and notified by the Resident in exercise of the power conferred by Sections 3 & 6 of the Indian Air-Craft Act, 1911, as applied to the Station. These rules are now in forc

There is no objection at all to a copy of the very latest rules in force in British India (which are very elaborate) being obtained and to their being turned into a new set of rules for the C. & M. Stati (with necessary modifications) in the place of the existing small set of 16 rules. (In fact the draft of the revised rules prepared in 1929 was based on the British Indian rules then in force).

It is however submitted for consideration whether, in view of the fact that the C. & M. Statio is an enclave, the question of an elaborate set of rules may not await legislation and rule-making in Mysore State, which must take place sooner or later in view of the Govt. of India's policy which was generally accepted by Mysore State recently. As stated before, British Administered Areas in Hyderabad and Central India have no rules on the subject

CVR
18.11.31

This is a most remarkable case which seems to have held fire since August last year. It is so simple that the voluminous noting is entirely uncalled for. Briefly the Indian Aircraft Act of 1911 is in force in the Assigned Tract: under the Act the Local Government has power to make rules. It seems to me that in a progressive thing like aviation we can do no better than follow the rules made from time to time by the Central Government. I therefore put up a draft for approval, for circulation of rules made under the Act which are in keeping with the very latest rules of the Central Government.

Office argue (a) that these rules are too elaborate and also (b) that they should not be made in this enclave while Mysore have no Aircraft Act at all. With regard to (a) it need not be considered. If the rules are elaborate it seems that they cover all possible contingencies: they legislate inter alia for the question of a Customs Aerodrome, but who are we to say that in years to come there will not be such an Aerodrome in the Assigned Tract ? It seems to me that it is essential that we should follow the example of British India where all these rules apply. We are just as likely to have a Customs Aerodrome as Nagpur is.

Since writing this I was interested to discover Sir S.Pears' remarks on the subject. (Red flag B)

Regarding (b). The very fact that Mysore have no Act would seem to make it all the more necessary for us to have one, as by force of example they may be persuaded to expedite their own legislative machinery. The Standing Committee of the Chamber of Princes have already been advised by the Government of India urgently to enact and enforce legislation on the lines of British Indian Legislation. We need not further concern ourselves with Mysore for the present.

The draft rules may be made public for criticism in

our

our Gazette.

Resident G. 21/11

Will it might send a copy? The draft G.O to District for their remarks if any

G. M. 11

Yes, please send. District file

22.11

It is submitted that the draft rules were sent to Headquarters, Madras District, in 1929, and they said they had no remarks to offer (vide S.N.4 and 5).

It is for orders whether the draft put up below may, therefore, issue.

C.V.Ramanathan
24.11.31
Secretary

Are they identically the same as then?

G. 25/11

Paragraph 25

They are not identically the same but practically the same

The only amendments made in British Indian rules since the draft at slip Y was prepared are those at S.N.40/118-19.

Perhaps these few amendments may be incorporated now in the draft rules originally prepared and Headquarters consulted again, or if it is preferred (in view of the fact that Headquarters were once consulted in regard to practically the same rules) a copy of the draft notification and draft rules (with the few amendments inserted) forwarded to Headquarters for information and for any suggestions and objections.

Submitted for orders.

V. Ramanathan
28.11.31

Secretary. Cs of. A.
Q 30/12

Necessary amendments have been carried out in the draft rules. The draft may now issue?

K.D. Naya
3.12.31

Issue

S.N. 13 P.W.C

Letter No.27041/3/G, dated the 6th February 1932, from Headquarters, Madras District.

C. and M. Station Aircraft Rules.

S.N. 12/a (4)

A draft of the Bangalore Civil and Military Station Aircraft rules was published in the Residency Orders with notification No.170, dated the 23rd December 1931 and objections invited till the 15th February 1932. No objections have so far been received to the draft rules. Headquarters state that they have no suggestions or remarks to offer.

Govt. of India and Local Govt. having (under sections 3 and 6 of the Indian Aircraft Act 1911 as applied to the Station) concurrent rule making powers, it was suggested in para 9(3) ante that it would be better to obtain the approval of the Govt. of India to the draft rules before confirmation.

Before approaching the Govt. of India the following points ~~have to be~~ considered:-

Rules 52(1), 55(3), 56(1) and 60 (in ~~Chapter~~ IX) of the rules assume that the Sea Customs Act, 1878, has been applied to the Station, while as a matter of fact it ~~This fact~~ has not been ~~so~~ applied. Two alternatives are possible -(1) complete omission of rule 60 and suitable modification of rules 52, 55 and 56 or (2) the application of the Act to the Station

para 15 of note

para 20 of note

file no. 232/28 coll. 1.

The late Sir Steuart Pears considered that the simplest thing would be to apply the Act. Mr. Dewar the then Assistant Secretary mentioned that the Sea Customs Act had been applied to N.W.F. Province and Baluchistan - two places on the inland air route. But it does not appear that the suggestion was further considered. Confirmation of rules will have to be

held

held up ~~for a long time~~ pending the application of the Act, if the late Sir Stewart Pears' suggestion is to be followed. The simpler thing in the present circumstances might be to confirm the draft rules, with rule 60 omitted and rules 52,55 and 56 suitably modified, and to take separate action to apply the Sea Customs Act to the Station. ~~and modify~~ The rules may be modified later after the ~~approval~~ application of the Act. The point is for orders

The draft rules also call for the following further remarks:-

(1) In rule 1, and in forms E,G,H.and I of schedule VI, for the year '1929' the year '1932' (year of confirmation of the rules) may be substituted.

(2) ~~In rule 2, the definitions of 'Exports'~~ and 'Imports' may be omitted as these words have been ~~defined in the Indian Aircraft Act (as applied to the Station).~~ In the definition of the term 'foreign aircraft' in rule 2(1) after the words 'these rules' the words 'or the rules in force in Br. India' may be inserted.

(3) In rule 2(2) after the words 'General Clauses Act, 1897' (and G.G. in Council) the words 'as applied to the Civil and Military Station, Bangalore' have to be inserted.

(4) In rule 14 after the words 'or any other officer authorised by the Governor General in Council' add the words 'or the Local Government'. This ~~is really implied in~~ seems desirable when the rule authorises any police officer above the rank of a constable ~~is authorised~~ to demand the production of license.

(5) In rules 62, and rule 63 proviso (1) after the words 'Governor General in Council' the words 'the Local Government' may be inserted as it is necessary that Local Govt. should have power to authorise persons to inspect places and to accord permission to fly over the land.

(6) In rule 63 proviso (1) for the words '~~over or in~~ British India' the words 'the Civil and Military Station, Bangalore' may be substituted.

(7) In rule 65 after the words 'the Indian Air Craft Act, 1911' the words 'as applied to the Civil

and Military Station, Bangalore' may be inserted.

Orders are solicited on paragrs 31 and 32 above.

Under the Indian Aircraft Act the local Government have, subject to the control of the Governor General in Council, concurrent powers within their province in respect of matters such as -

(i) rule making (sections 3 and 6), and

(ii) regulation of navigation of Air-craft. (section 7).

It is therefore for consideration whether in the proposed rules provision should be made for the exercise by the local Government within their province of all powers exercisable by the Governor General in Council. If so, the words "or the local Government" may be inserted after the words "Governor General in Council" wherever ~~they occur~~ necessary.

If the view of Sir Steuart Pears at para. 15 of the notes at L is accepted, Government of India may be addressed to apply the Sea Customs Act to the Station before the draft rules are confirmed.

For orders.

Submitted.

It will be best in this
long run to apply
the Sea Customs Act
Please see para 35 of
rules. This may be
done Sri 24

Resident

17/6

Relevant extracts from the above notes have been taken for separate action for the applimation of the Indian Sea Customs Act to the Station as ordered in para 35 above. This file ~~x~~ may be closed till the application of the Act to the Station.

W.V. Mavar
24/6/51

(Illegible)

Secy. 24/6

Record

CORRESPONDENCE.

S. N. 12

THE HON'BLE THE RESIDENT IN MYSORE

NOTIFICATION

No. 175 Dated. 23-12-31

In exercise of the power conferred by sections 3 and 6 of the Indian Air-craft Act, 1911, the Hon'ble the Resident in Mysore proposes to make the following rules in supersession of those published in his notification No.62, dated the 16th October 1913.

Notice is hereby given that the rules will be taken into consideration on the 15th February 1932, and that any suggestions or objections which may be received before that date will be considered

(Here enter draft rules at slip Y

Secretary to the Resident.

To be published in the Mysore Residency Orders

To the Collector, C. and M. Station Bangalore.

To Dasbil HQ, Bangalore for information & for any suggestions and objections.

1/1/31

THE HON'BLE THE RESIDENT IN MYSORE.

NOTIFICATION

No. 175, dated Bangalore, the 23rd December 1931.

In exercise of the power conferred by sections 3 and 6 of the Indian Aircraft Act, 1911, the Hon'ble the Resident in Mysore proposes to make the following rules in supersession of those published in his notification No. 62, dated the 16th October 1913.

Notice is hereby given that the rules will be taken into consideration on the 15th February 1932, and that any suggestions or objections which may be received before that date will be considered.

PART I.

PRELIMINARY.

Short title.

1. These rules may be called the Bangalore Civil and Military Station Aircraft Rules, 1929.

Definitions and interpretation.

2. (*1*) In these rules, unless there is anything repugnant in the subject or context,—

"aerodrome" means any definite ground intended to be used and capable of being used, for the landing or departure of aircraft, and includes all buildings, sheds, and other structures thereon or appertaining therto;

"airship" means an aircraft lighter than air;

"approved aerodrome" means an aerodrome the proprietor of which has received a certificate of approval in respect thereof from an officer authorised by the Governor General in Council in that behalf, but does not include a Government or Royal Air Force aerodrome;

"Chief Customs-authority," "Chief Customs-officer," and "Customs-collector" mean respectively a person appointed to be a Chief Customs-authority, a Chief Customs-officer, and a Customs-collector under rule 50;

"customs-aerodrome" means an aerodrome notified as a customs-aerodrome under rule 50;

"examination station" means a space in a customs-aerodrome set apart under the orders of the Chief Customs-authority for the examination of goods;

"export" means the taking by aircraft out of the Civil and Military Station of Bangalore;

"flying machine" means an aeroplane, seaplane, flying boat, or other aircraft heavier than air;

"foreign aircraft" means an aircraft which has not been registered in the manner provided by these rules, and is not ordinarily kept, in British India or the Civil and Military Station of Bangalore;

"Government aerodrome" means any aerodrome which is maintained by, or on behalf of Government;

"import" means the bringing by aircraft into the Civil and Military Station of Bangalore;

"passenger aircraft" and "goods aircraft" mean aircraft which carry, or are intended to carry, for hire or reward passengers and goods (including mails), respectively;

"personnel" in relation to any aircraft means the commander, pilot, navigator, engineer and all other members of the crew;

the "proprietor" of an aerodrome includes any person responsible for the management thereof;

"visible" as applied to lights means visible on a dark night with a clear atmosphere;

the expression "under way" applies to any aircraft when it is not made fast to the ground or to any object on land or water.

(*2*) The General Clauses Act, 1897, shall apply, for the purpose of the interpretation of these rules, in like manner as it applies for the purpose of the interpretation of an Act of the Governor General in Council.

PART II.

General Conditions of Flying.

3. No person shall use, or assist in using, an aircraft save in accordance with the provisions of this Part in so far as they are applicable in the case of each such person, and compliance therewith to such extent shall be deemed to be a condition of every licence granted under these rules.

Prohibitions of use save in accordance with conditions.

4. No person shall fly, or assist in flying, any aircraft which—

Registration and nationality and registration marks.

(*a*) has not been registered in the manner provided in Part III, and

(*b*) does not bear the nationality and registration marks assigned to it in the certificate of registration granted under that Part, affixed thereon in such manner as is provided in Part VI:

Provided that nothing in this rule shall apply to aircraft flown only for the purpose of experiment or test within three miles of an aerodrome or aircraft factory.

5. The pilot of every aircraft and the entire personnel of every passenger and goods aircraft shall be licensed in the manner provided in Part IV:

Licensing of personnel.

Provided that nothing in this rule shall apply within a distance of one mile from an aerodrome in the case of personnel under instruction, and personnel under instruction beyond that distance may be exempted from the requirements of this rule by or under the orders of an officer authorised by the Governor General in Council by order in writing in that behalf.

6. No person in charge of any aircraft shall allow such aircraft to be flown unless its certificate of registration and the licence of each member of the personnel who is under these rules required to be licensed is carried therein.

Certificates and licences to be carried in aircraft.

7. No person shall carry in any aircraft, and no person in charge of any aircraft shall allow to be carried therein, any explosives, arms or ammunition.

Explosives, etc.

8. No person shall carry in any aircraft, and no person in charge of any aircraft shall allow to be carried therein, any mails or wireless telegraphic apparatus without the consent in writing of the Director General of Posts and Telegraphs.

Mails and wireless apparatus.

8-A. Save under the authority of a special or general order in writing by the Governor General in Council, no person shall carry in any aircraft, and no person in charge of any aircraft shall allow to be carried, therein, any photographic or cinematographic apparatus.

9. No pilot or person in charge of any aircraft shall use any place as a regular place of landing or departure other than an approved aerodrome.

Use of aerodrome.

Provided that any aircraft may use any Government or Royal Air Force aerodrome which may be appointed for this purpose by or under the orders of the *Governor General in Council* or the Air Officer Commanding the Royal Air Force in India, as the case may be, subject to such conditions and directions as may be laid down in the case of each such aerodrome.

10. (*1*) No pilot shall fly any aircraft, and no person in charge of any aircraft shall allow it to be flown over any city or town except at such altitude as will enable the aircraft to land outside the city or town in the event of the means of propulsion failing through mechanical breakdown or other cause:

General safety conditions.

Provided that this prohibition shall not apply within a distance of one mile from an approved aerodrome or a Government or Royal Air Force aerodrome.

(2) No person in any aircraft shall—

(*a*) carry out any trick flying or exhibition flying over any city, town area, or village site; or

(*b*) carry out any trick flying or exhibition flying over any regatta, race meeting or meeting for public games or sports or other public assembly, except where a request in writing for such flying has been received by such person from the promoters of any such assembly; or

(*c*) carry out any flying which, by reason of low altitude or proximity to persons or dwellings, is dangerous to public safety; or

(*d*) drop or cause or permit to be dropped from the aircraft any article except—

(*i*) ballast the dropping of which is not prohibited by the provisions of sub-rule (*13*) of rule 47,

(*ii*) mails as may be authorised by the Director General of Posts and Telegraphs, and

(*iii*) any other article the dropping of which may be permitted by general or special order of the Governor General in Council or an officer authorised by him by order in writing in that behalf:

Provided that separate sheets of paper containing printed matter only may be dropped in any place if the written permission of the District Magistrate or of the Commissioner of Police be first obtained in each case.

Rules of the air.

11. Every pilot and navigator shall observe, and every person in charge of an aircraft shall cause to be observed, all the rules of the air as contained in Part VIII.

Further conditions for passenger and goods aircraft.

12. (*1*) No pilot of any passenger aircraft carrying passengers shall fly the same unless it has, in accordance with the provisions of Part V,—

(*a*) been certified as airworthy;

(*b*) undergone a periodical inspection and overhaul; and

(*c*) undergone examination on the day of flight;

and, unless all the certificates referred to in that Part and relating to such aircraft, are carried in the aircraft.

(*2*) No pilot or person in charge of any passenger aircraft shall use, as a regular place of landing or departure, any approved aerodrome which has not been appointed for the use of passenger aircraft by an officer authorised by the Governor General in Council by order in writing in that behalf.

(*3*) No person in charge of any passenger or goods aircraft shall allow the same to be flown unless there are carried in the aircraft log books in accordance with the provisions of Part VII.

Aircraft arriving in or departing from the Civil and Military Station of Bangalore.

13. Every person arriving in, or departing from, the Civil and Military Station of Bangalore in an aircraft shall comply with the provisions of Part IX in so far as they may be applicable to him.

Production of licences, etc.

14. Any Magistrate, any Police-officer above the rank of constable, any commissioned officer of His Majesty's military or air forces, any non-commissioned officer of the Royal Air Force, or any other officer of Government authorised by the Governor General in Council by general or special order in writing in this behalf may, for the purposes of inspection, demand the production by any member of the personnel of an aircraft of his licence or the production by the owner or person in charge of any aircraft of any certificate or log book relating thereto granted or maintained under these rules, and every such person shall be bound to comply with such demand.

PART III.

Registration.

Certificates of registration.

15. A certificate of registration for an aircraft may be granted by the Governor General in Council or an officer authorised by him by order in writing in that behalf, on the application by, or on behalf of, the owner of such aircraft:

Provided that no such certificate shall be granted in respect of any aircraft owned by a person who is not a British subject or a firm or company having its principal place of business in His Majesty's dominions, save under a general or special order of the Governor General in Council.

Nature of application.

16. Every such application shall be made in Form A set out in Schedule VI, and shall be accompanied—

(*a*) by a fee of twenty rupees, which shall be returned if the application is not granted;

(*b*) by a certificate of the nationality and suitability of the owner in Form B set out in Schedule VI granted and signed by the District Magistrate or Commissioner of Police within sixty days before the date on which the application is made; and,

(*c*) in the case of passenger aircraft, by a certificate of airworthiness in respect of the aircraft issued under rule 27 or rule 28.

16-A. No aircraft brought into the Civil and Military Station of Bangalore by flight shall be registered until the owner has, in addition to paying the registration fee prescribed by rule 16,

(*a*) paid into the Government Treasury a sum equivalent to the customs duty which would have been payable in respect of the aircraft if it had been imported by sea into British India, or

(*b*) executed a bond with sufficient surety, to secure that the sum referred to in clause (a) will be paid if the aircraft (i) is not removed from the Civil and Military Station of Bangalore within six months from the date of registration, or (ii) having been removed from the Civil and Military Station of Bangalore within six months from such date, is again brought into the Civil and Military Station of Bangalore within twelve months from the time of its original arrival in the Civil and Military Station of Bangalore.

17. If the application is granted there shall be delivered to the applicant a certificate of registration in Form C set out in Schedule VI.

Grant of application.

18. Upon any change of ownership of an aircraft registered under these rules, the certificate of registration of such aircraft shall be deemed to be cancelled.

Change of ownership.

PART IV.

Licensing of Personnel.

19. The licences referred to in rule 5 may be granted by the Governor General in Council or by an officer authorised by him by order in writing in that behalf:

Grant of licences.

Provided that no such licence shall be granted to any person who is not a British subject except under a general or special order of the Governor General in Council.

20. (*1*) Application for the grant of such licences shall be made as nearly as may be in Form D set out in Schedule VI, and shall be accompanied—

Mode of application.

(*a*) by a fee of five rupees which shall be returned if the application is not granted;

(*b*) by a certificate of the nationality and suitability of the person applying to be licensed, granted in the manner provided in clause (*b*) of rule 16;

(*c*) by two unmounted copies of a photograph of the person applying to be licensed; and

(*d*) by a medical certificate granted not more than fourteen days previously to the date of the application by an officer of the Royal Air Force Medical Service or by a medical officer specially authorised in this behalf by the Governor General in Council by a notification in the Gazette of India.

(*2*) The certificates referred to in clause (*d*) of sub-rule (*1*) shall be granted only in such form as may be approved, and in accordance with such instructions regarding the nature of the medical examination or otherwise, as may be issued by the Governor General in Council by order in writing.

21. (*1*) A person applying for a pilot's licence to fly aircraft other than passenger or goods aircraft will be required—

Pilots.

unless he is qualified as a Royal Air Force pilot, to produce an "A" certificate of flying competency for pilots of private flying machines in Form F set out in Schedule VI after examination conducted in the manner provided in Schedule II for the case of such applicants;

and may be required to submit proof of recent reasonable flying experience, or, failing such proof, undergo practical tests.

(*2*) A person applying for a pilot's licence to fly passenger or goods aircraft will be required—

unless he is qualified as a Royal Air Force pilot, to produce a "B" certificate of flying competency for pilots of passenger and goods aircraft as nearly as may be in Form F set out in Schedule VI after examination conducted in the manner provided in Schedule II for the case of such applicants;

and may be required to submit proof of recent reasonable flying experience on the class of aircraft for which the licence is required.

22. A person applying for a licence to navigate a passenger or goods aircraft will be required—

Navigators.

to produce a certificate of technical competency in Form G set out in Schedule VI after examination conducted in the manner provided in Schedule III for the case of navigators.

23. A person applying for a licence to be engaged as engineer on passenger or goods aircraft will be required—

Engineers.

to produce a certificate of technical competency in Form G set out in Schedule VI after examination conducted in the manner provided in Schedule III for the case of engineers;

and may be required to undergo practical and theoretical tests.

24. A person applying for a licence as a member of the personnel of a passenger or goods aircraft in any other capacity than that of a pilot, navigator, or engineer will be required to produce a certificate in Form H set out in Schedule VI granted by a person approved in that behalf by the officer authorised under rule 19 to the effect that he possesses a good general knowledge of the rules of the air as contained in Part VIII.

Other personnel.

25. (*1*) Every licence under this Part shall be issued in Form I set out in Schedule VI, and shall save as otherwise hereinafter provided, remain valid for a period of six months from the date of issue.

Issue, renewal, and cancellation of licences.

Provided that no person to whom a licence has been granted under this Part shall fly, or assist in flying, any aircraft after suffering from an illness or an accident until he—

(*a*) has been medically re-examined and has obtained a certificate in a form approved by the Governor General in Council by order in writing and granted by an officer of the Royal Air Force Medical Service or by a medical officer specially authorised in this behalf by the Governor General in Council by notification in the Gazette of India, showing that he is medically fit to fly, or, as the case may be, assist in flying, aircraft, or

(*b*) has been exempted from such re-examination by an order in writing of such medical officer on receipt of a report as to the nature and effects of such illness or accident from the medical practitioner who attended him;

(*2*) Any licence issued under this Part may be renewed for a further period of six months by the officer authorised under rule 19 to grant such licence, provided that—

(*a*) no licence shall be renewed unless the person to be licensed produces a medical certificate in a form approved by the Governor General in Council by order in writing, and granted not more than fourteen days previously by an officer of the Royal Air Force Medical Service or a medical officer specially authorised in this behalf by the Governor General in Council by notification in the Gazette of India;

(*b*) the officer authorised under rule 19 to grant such licences may before renewing the licence require the person applying for renewal to undergo practical or theoretical tests.

(*3*) A fee of five rupees shall be payable in respect of each licence renewed under sub-rule (*2*).

(*4*) In the event of any applicant for a licence, or for renewal of a licence, being required to undergo any practical test, a further fee of twenty rupees shall be payable.

(*5*) It shall be deemed to be a condition of every licence issued under this Part that it is subject to cancellation or suspension at the pleasure of the Governor General in Council or of the officer authorised under rule 19.

26. A fee of Rs. 32 shall be payable by every person submitting himself for medical examination for the purpose of obtaining a medical certificate as required by clause (*d*) of sub-rule (*1*) of rule 20 and a fee of Rs. 10 shall be payable by every person submitting himself for the purpose of obtaining a medical certificate as required by sub-rule (*1*) or sub-rule (*2*) of rule 25. This fee shall be payable to the medical officer making the examination.

PART V.

CERTIFICATES OF AIRWORTHINESS, PERIODICAL OVERHAUL AND EXAMINATION OF PASSENGER AIRCRAFT.

27. (*1*) In the case of passenger aircraft, a certificate of airworthiness in Form J set out in Schedule VI in respect of one aircraft of any particular type (hereinafter referred to as a "type aircraft") may be issued by the Governor General in Council or an officer authorised by him by order in writing in that behalf in such manner and subject to such conditions as are specified in Schedule IV.

Type aircraft.

(*2*) For each such certificate a fee of one hundred rupees shall be payable.

Subsequent aircraft.

28. (*1*) After the issue of a certificate of airworthiness to a type aircraft, a certificate of airworthiness in Form J set out in Schedule VI may be issued in respect of any further aircraft of that type by the Governor General in Council or an officer authorised by him by order in writing in that behalf in such manner and subject to such conditions as are specified in Schedule IV.

(*2*) For each such certificate a fee of twenty rupees shall be payable.

Periodical inspection and overhaul.

29. (*1*) Every passenger aircraft and each engine of every such aircraft must be periodically inspected and overhauled by a person approved, or by persons respectively approved, for the purpose of inspection and overhaul of aircraft and engines under this rule by the Governor General in Council or an officer authorised by him by order in writing in that behalf.

(*2*) If an aircraft or engine is on such inspection and overhaul found to be fit for flight or in good order, as the case may be, the person making the inspection in each case shall grant a certificate in duplicate to that effect in Form K set out in Schedule VI.

(*3*) No passenger aircraft shall be flown,

(*a*) which has been flown for two hundred hours without having been certified under this rule during the period covered by such flights as fit for flight, or

(*b*) of which any engine has been run for one hundred hours, without having been so certified during the period covered by such running as being in order.

Official inspection.

30. Any person authorised by the Governor General in Council by general or special order in writing in this behalf may at any time inspect any passenger aircraft, and the certificate of airworthiness of any aircraft deemed as a result of such inspection to be unsafe may be cancelled or suspended by the authority by which such certificate was issued.

Examination before each flight.

31. (*1*) No passenger aircraft shall on any day proceed on any journey carrying passengers unless it has previously been examined on that day by a person other than the pilot of such aircraft.

(*2*) Such examination shall be made of both the aircraft and the engine or engines by a person approved, or by persons respectively approved, for the purpose of examination of aircraft and engines under this rule, by such officer as may be authorised by the Governor Genera in Council by general or special order in writing in that behalf.

(*3*) If on such examination the aircraft and each engine thereof are found to be in every way fit for the flight or flights proposed, the examiner in each case shall sign a certificate in duplicate to that effect in Form L set out in Schedule VI, which certificates shall state the date on which and the hour at which they were signed and shall be countersigned by a person (who may be the pilot of the aircraft) in the employment of the owner.

Use of certificates.

32. One copy of each of the certificates prescribed in rules 29 and 31 shall be retained by the owner of the aircraft, and the other shall be carried in the aircraft.

Pilot to record certificate of load.

33. The pilot of every passenger aircraft shall, before commencing any flight, satisfy himself that the aircraft does not carry more than the load specified in the certificate of airworthiness, and that the aircraft is fit in every way for the proposed journey, and shall sign a certificate to that effect in Form M set out in Schedule VI, which certificate shall be carried in the aircraft.

PART VI.

Nationality and Registration Marks.

Marks how to be affixed.

34. (*1*) The nationality and registration marks shall be affixed in black on a white ground in the following manner, and underlined with a black line :—

(*a*) In the case of flying machines, the marks shall be painted once on the lower surface of the lower main planes, and once on the upper surface of the top main planes, the top of the letters towards the leading edge. They shall also be painted along each side of the fuselage between the main planes and the tail planes. In cases where the machine is not provided with a fuselage, the marks shall be painted on the nacelle.

(*b*) In the case of airships, the marks shall be painted near the maximum cross-section on both sides and on the upper surface equidistant from the marks on the sides.

(*2*) The nationality mark in the case of flying machines and airships shall also be painted on the port and starboard sides of the lower surface of the lowest tail planes or elevators and also on the upper surface of the top tail planes or elevators, whichever are the larger. It shall also be painted on both sides of the rudder, or on the outer sides of the outer rudders if more than one rudder is fitted.

(3) (a) In the case of flying machines the height of marks on the main planes and tail planes respectively shall be equal to four-fifths of the chord, and the marks on the rudder shall be as large as possible. The height of the marks on the fuselage or nacelle shall be equal to four-fifths of the depth of the narrowest part of that portion of the fuselage or nacelle on which the marks are painted.

(b) In the case of airships the nationality mark painted on the tail plane shall be equal in height to four-fifths of the chord of the tail plane and on the rudder shall be as large as possible. The height of the other marks shall be equal to at least one-twelfth of the circumference at the maximum transverse cross-section of the airship.

(c) In no case need the numbers or letters of the nationality and registration marks exceed eight feet in height.

(4) (a) The width of the numbers or letters shall be two-thirds of their height, and the thickness shall be one-sixth of their height. The numbers or letters shall be painted in plain block type and shall be uniform in shape and size. A space equal to half the width of the numbers or letters shall be left between each number or letter.

(b) The thickness of the line underlining the marks shall be equal to the thickness of the numbers or letters, and the space between the bottom of the marks and the line shall be equal to the thickness of the line.

(5) Where the nationality and registration marks appear together, a hyphen of a length equal to that of one of the numbers or letters shall be painted between the nationality mark and the registration mark.

(6) The nationality and registration marks shall be displayed to the best possible advantage in view of the constructional features of the aircraft. The marks shall be kept clean and visible.

PART VII.

Log Books.

Log books.

35. (1) The log books required to be maintained in the case of each passenger or goods aircraft are—

(a) a journey log book;

(b) an aircraft log book;

(c) an engine log book for each engine; and

(d) a signal log book.

(2) Each log book shall be a separate book, but all log books shall be kept together in the aircraft in a waterproof bag.

(3) Log books shall be maintained in the manner, and shall contain the particulars, required in the case of each by the provisions of Schedule V, and aircraft log books and engine log books shall be maintained in Forms N and O, respectively, set out in Schedule VI.

PART VIII.

Rules of the Air.

Lights and Signals.

Obligation to carry the required lights.

36. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited. The said lights shall not be dazzling.

Lights to be carried.

37. (1) A flying machine when in the air or manœuvring on land or water under its own power shall carry the following lights, namely:—

(a) forward, a white light, visible in a dihedral angle of two hundred and twenty degrees bisected by a vertical plane through the line of flight, and of such a character as to be visible at a distance of at least five miles;

(b) on the starboard side, a green light, so constructed and fixed as to show an unbroken light between two vertical planes, whose dihedral angle is one hundred and ten degrees when measured to the right from dead ahead, and of such a character as to be visible at a distance of at least three miles;

(c) on the port side, a red light, so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is one hundred and ten degrees when measured to the left from dead ahead, and of such a character as to be visible at a distance of at least three miles; and

(d) at the rear, and as far aft as possible, a white light shining rearwards, and visible in a dihedral angle of one hundred and forty degrees bisected by a vertical plane through the line of flig

(2) The green and red sidelights shall be fitted so that the green light shall not be seen from the port side, nor the red light from the starboard side.

(3) Where, in order to fulfil the conditions of visibility laid down in clauses (*a*) to (*d*) of sub-rule (1), a single light has to be replaced by several lights, the field of visibility of such of these lights should be so limited that in no case can more than one be seen at a time.

Explanation.—The angular limits referred to in this rule shall be determined when the aircraft is in its normal position for flying on a rectilinear horizontal course.

Airships.

38. (1) The foregoing rules as to the lighting of flying machines shall apply to airships, subject to the following modifications, namely:—

(*a*) All lights shall be doubled, the forward and aft lights vertically, and the side lights horizontally;

(*b*) Both lights of each pair forward and aft shall be visible at the same time;

(*c*) The distance between lights comprising a pair shall not be less than six feet.

(2) An airship when being towed shall carry the lights required by sub-rule (1), and in addition those specified in rule 40 for airships not under control.

Flying machine not under control.

39. A flying machine, when on the surface of the water and when not under control, that is to say, not able to manœuvre as required by the regulations for preventing collisions at sea, shall carry two red lights not less than six feet apart in a vertical line one over the other, and of such a character as to be visible all round the horizon at a distance of at least two miles. In addition, the sidelights must be shown if the flying machine is under way.

Airship not under control, etc.

40. (1) An airship, which from any cause is not under control, or which has voluntarily stopped its engines, shall, in addition to the other prescribed lights, display conspicuously two red lights, one over the other approximately in a vertical line, not less than six feet apart and constructed to show a light in all directions and of such a character as to be visible at a distance of at least two miles.

(2) By day an airship, when being towed, or which from any cause is not under control, shall display conspicuously two black balls or shapes, each two feet in diameter, placed one over the other and approximately in a vertical line.

(3) By day an airship moored or under way, but having voluntarily stopped its engines shall display conspicuously a black ball or shape two feet in diameter, and shall be treated by other aircraft as being not under control.

Moored airship.

41. (1) An airship, when moored near the ground, shall carry the lights required by sub-rule (1) of rule 38.

(2) In addition, if moored but not near the ground, the airship shall carry below the car at a distance of not less than twenty feet, three lights in a vertical line one over the other not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible in all directions at a distance of at least two miles.

(3) In addition, the mooring cable shall have attached to it at intervals of one thousand feet, measured from the airship, groups of three lights similar to those mentioned in the preceding paragraph. In addition, the object to which the airship is moored on the ground shall have a similar group of lights to mark its position.

(4) By day the mooring cable shall carry in the same positions as the groups of lights specified in the preceding paragraph, and in lieu thereof, tubular streamers, not less than eight inches in diameter and six feet in length, marked with alternate bands of white and red eighteen inches in width.

Stationary flying machine.

42. A flying machine stationary on land, but not moored, shall carry lights as prescribed in rule 37.

Failure of lights.

43. In the event of the failure of any of the lights prescribed in this Part, the aircraft shall land at the first reasonably safe opportunity.

Savings.

44. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any State with respect to the additional station and signal lights for two or more aircraft or for aircraft in formation, or with the exhibition of recognition signals adopted by owners of aircraft which have been authorised by their respective Governments and duly registered and published.

Landing at night.

45. (1) Aircraft proposing to land at night on aerodromes having a ground control shall before landing fire a green Very's light or flash a green lamp, and in addition shall make by international Morse code the letter group forming its call sign.

(2) Permission to land will be given by the repetition of the same call sign from the ground followed by a green Very's light or the flashing of a green lamp.

(3) The firing of a red Very's light or the display of a red flare from the ground shall be taken as an instruction that aircraft are not to land.

(4) An aircraft compelled to land at night shall, before landing, fire a red Very's light, or make a series of short flashes with the navigation lights.

Aircraft in distress.

46. When an aircraft is in distress and requires assistance, the following signals shall be used or displayed, either together or separately, namely :—

(1) the international signal, S.O.S., by means of visual or wireless signals ;
(2) the international code flag signal of distress, indicated by NC ;
(3) the distant signal consisting of a square flag, having either above or below it a ball or anything resembling a ball ;
(4) a continuous sounding with any sound apparatus ;
(5) a signal consisting of a succession of white Very's lights, fired at short intervals.

Air traffic.

General rules.

47. (1) Flying machines shall always give way to airships, and flying machine and airships shall always give way to balloons, whether fixed or free.

(2) A motor-driven aircraft must always manœuvre according to these rules as soon as it is apparent that, if it pursued its course, it would pass at a distance of less than two hundred yards from any part of another aircraft.

(3) When two motor-driven aircraft are meeting end on, or nearly end on, each shall alter its course to starboard.

(4) When two motor-driven aircraft are on courses which cross, the aircraft which has the other on its own starboard side shall keep out of the way of the other.

(5) An aircraft overtaking any other shall keep out of the way of the overtaken aircraft by altering its own course to starboard, and shall not pass by diving.

(6) Every aircraft coming up with another aircraft from any direction more than one hundred and ten degrees from ahead, that is to say, in such a position with reference to the aircraft which it is overtaking that at night it would be unable to see either of that aircraft's sidelights, shall be deemed to be an overtaking aircraft ; and no subsequent alteration of the bearing between the two aircraft shall make the overtaking aircraft a crossing aircraft within the meaning of this rule, or relieve it of the duty of keeping clear of the overtaken aircraft until it is finally past and clear.

Explanation.—As by day the overtaking aircraft cannot always know with certainty whether it is forward of or abaft this direction from the other aircraft, it should, if in doubt, assume that it is an overtaking aircraft and keep out of the way.

(7) Where under this rule one of two aircraft is to keep out of the way, the other shall keep its course and speed. When, in consequence of thick weather or other causes, such other aircraft finds itself so close that collision cannot be avoided by the action alone of the aircraft giving way, it shall take such action as will best serve to avert collision.

(8) Every aircraft which is required by these rules to keep out of the way of another aircraft shall, if the circumstances of the case admit, avoid crossing ahead of the other.

(9) In following an officially recognised aerial route, every aircraft, when it is safe and practicable, shall keep to the right side of such route.

(10) Aircraft on land or water about to ascend shall not attempt to take off until there is no risk of collision with alighting aircraft.

(11) Every aircraft in a cloud, fog, mist or other conditions of bad visibility, shall proceed with caution, careful regard being had to the existing circumstances and conditions.

(12) In obeying and construing the provisions of this rule, due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render necessary a departure from the said provisions in order to avoid immediate danger.

(13) The dropping of ballast other than fine sand or water from aircraft in the air is prohibited.

Rules to be observed in the vicinity of approved aerodromes.

48. (1) (a) At every approved aerodrome a flag hoisted in a prominent position shall be taken as an indication that, if an aircraft about to land finds it necessary to make a circuit or partial circuit, such circuit shall be left-handed (anticlockwise) or right-handed (clockwise) according to the colour of the flag. A blue flag shall indicate a right-handed circuit, that is to say, that the flag is kept to the starboard side or side which carries the green light of the aircraft, and a red flag shall indicate a left-handed circuit, that is to say, that the red flag is kept to the port side or side which carries the red light of the aircraft.

(b) Similarly, aircraft leaving an approved aerodrome shall conform to the circuit as indicated by the flag.

(2) When an aircraft starts from an approved aerodrome, it shall not turn until hundred yards distant from the nearest point of the aerodrome, and the turning then shall conform with the circuit indication.

(3) An aircraft flying between five hundred and one thousand yards distance from nearest point of an approved aerodrome shall conform to the circuit indication, unless aircraft is flying at a greater height than six thousand five hundred feet.

(4) Side slip and trick landings are prohibited at approved aerodromes, and trick fl is prohibited within a distance in any direction of at least two thousand yards from nearest point of any such aerodrome.

(5) An aircraft, when taking off from or alighting on an approved aerodrome, shall up-wind, except when the natural conditions of the aerodrome do not permit.

(6) In the case of two or more aircraft approaching an approved aerodrome for purpose of landing, the aircraft flying at the greater height shall be responsible for avoi the aircraft at the lower height, and shall, as regards landing, comply with the provisio sub-rule (5) of rule 47.

(7) Aircraft showing signals of distress shall be given free way in attempting to ma landing on an approved aerodrome.

(8) Every approved aerodrome shall be considered to consist of three zones when loo up-wind. The right-hand zone shall be the taking-off zone, and the left-hand shall be landing zone. Between these two there shall be a neutral zone. An aircraft when lan should attempt to land as near as possible to the neutral zone, but on the left of any craft which have already landed. After slowing up or coming to a stop at the end o landing run, an aircraft will immediately move into the neutral zone. Similarly, an air when taking-off shall keep as far as possible towards the right of the taking-off zone, shall keep clear to the left of any aircraft which are taking-off or are about to take-off.

(9) No aircraft shall commence to take off until a preceding aircraft is clear of the drome.

(10) The above rules shall apply equally to night landings on approved aerodromes, the signals, if exhibited, shall be as follows, namely:—

(a) A red light shall indicate a left-handed circuit, and a green light shall indic right-hand circuit. The right-hand zone will be marked by white l placed in the position of an "L," and the left-hand zone will be sim marked. The "L's" shall be back to back, that is to say, the long arm the "L's" will indicate the borders of the neutral zone. The directio landing shall invariably be along the long arm of the "L" and towards short arm. The lights of the "L's" should be so placed that the lights cating the top extremity of the long arm shall be the nearest point o aerodrome upon which an aeroplane can safely touch ground. The lights cating the short arm of the "L" should indicate the limit of safe lan ground for the aircraft, that is, that the aeroplane should not over-run short arm.

(b) Where it is desired to save lights and personnel, the following system ma used:—

Two lights shall be placed on the windward side of the aerodrome to mark the limi the neutral zone, the line joining the lights being at right angles t direction of the wind; two more lights shall be placed as follows, na one on the leeward side of the aerodrome on a line drawn parallel to the tion of the wind and passing midway between the two lights on the win side, for showing the extent of the aerodrome and the direction of the and the other midway between the two lights marking the limits of the n zone.

Additional lights may be symmetrically placed along the boundary lines of the n zone and on the ends of the taking-off and landing zones, on the line th the three lights on the windward side.

(11) No airship shall, in the vicinity of any aerodrome, be moored otherwise than the ground without the special authorisation of the proprietor of such aerodrome.

49. Mere compliance with the provisions of this Part shall not be deemed to exonera owner or personnel of any aircraft from the quences of neglect of any precaution which ma required by the ordinary practice of the air or by the special circumstances of any part case.

Obligation to observe ordinary precautions.

PART IX.

RULES AS TO AIRCRAFT ARRIVING IN OR DEPARTING FROM THE CIVIL AND MILITARY STATION OF BANGALORE.

Customs-aerodromes and Customs-officers.

50. The Governor General in Council may for the purposes of this Part—

(*a*) by notification in the Gazette of India declare any aerodrome to be a customs-aerodrome; and

(*b*) appoint persons to be Chief Customs-authorities, Chief Customs-officers and Customs-collectors, and define the areas within which each such person shall exercise the powers and perform the duties conferred and imposed upon him hereunder.

Arrival and departure.

51. (*1*) Every person in charge of an aircraft entering the Civil and Military Station of Bangalore shall cause it to be landed in the Civil and Military Station of Bangalore and the first such landing shall be made at a customs-aerodrome unless the aircraft is compelled to land before arriving at a customs-aerodrome by accident, stress of weather or other unavoidable cause.

(*2*) No person in charge of an aircraft shall fly the same or allow it to be flown to a place outside the Civil and Military Station of Bangalore save from a customs-aerodrome unless compelled to land after departure from a customs-aerodrome by accident, stress of weather or other unavoidable cause.

Import and export of goods.

52. (*1*) No person in any aircraft entering or departing from the Civil and Military Station of Bangalore shall carry or allow to be carried in the aircraft any goods of which the import or export by sea or by land is prohibited by or under any law for the time being in force.

(*2*) No person in any aircraft entering the Civil and Military Station of Bangalore shall break or alter any seal placed upon any part of the aircraft or upon any goods therein by an officer of customs at the aerodrome at which such aircraft departed for the Civil and Military Station of Bangalore.

Procedure on arrival in C. & M. Station of Bangalore.

53. (*1*) The person in charge of any aircraft arriving at a customs-aerodrome from a place outside the Civil and Military Station of Bangalore shall, on landing, forthwith cause the aircraft to be taken to the examination station at that aerodrome or, if, owing to circumstances over which he has no control, he is unable so to do, shall make the report required by sub-rule (*2*), and thereafter remove all goods carried in the aircraft to the examination station in the presence of a Customs-collector or some person duly authorised by the Customs-collector in that behalf.

(*2*) Within twenty-four hours after the landing at any customs-aerodrome of an aircraft from a place outside the Civil and Military Station of Bangalore the person in charge thereof shall—

(*a*) make a report to the Customs-collector in such form as may be approved by the Chief Customs-authority;

(*b*) deliver to the Customs-collector with such report his log book and a manifest, list of passengers and their baggage and declaration of the goods and stores on board the aircraft signed by the proper officer of customs at the aerodrome from which he departed for the Civil and Military Station of Bangalore; and

(*c*) land at such aerodrome for examination of all passengers and their baggage carried in such aircraft, and, after making such report, produce, and, if required to do so, unload all goods in such aircraft for examination.

Procedure on departure from C. & M. Station, Bangalore.

54. (*1*) The person in charge of every aircraft in which goods are to be exported shall, before any goods are taken on board, deliver to the Customs-collector at the customs-aerodrome of departure a notice of departure for a foreign destination in Form P set out in Schedule VI, containing the particulars specified in that Form.

(*2*) Every person in charge of an aircraft proceeding to any place outside the Civil and Military Station of Bangalore shall deliver to the Customs-collector at the customs-aerodrome of departure, together with any log books belonging to the aircraft and a list of passengers and their baggage an application in duplicate for clearance from that aerodrome in such form as may be approved by the Chief Customs-authority, and also, if the aircraft carries any goods, a manifest and declaration in a form approved in like manner declaring the goods and stores on such aircraft, and shall truly state therein the particulars required by such forms; and such forms, when signed by such Collector, shall be the clearance and authority for the aircraft to proceed to its foreign destination.

55. (*1*) No person importing goods shall land the goods at any place in the Civil and Military Station of Bangalore other than a customs-aerodrome, or shall, save as provided in sub-rule (*1*) of rule 53, unload the goods from any aircraft except at an examination station, or shall unload the goods except between such hours as the Chief Customs-authority by general or special order directs, or shall remove the goods from an examination station unless the same have first been duly entered in the manner provided in this rule and produced to the Customs-collector and duly passed by him.

Unloading of goods on import.

(*2*) No person shall remove from any aircraft any goods imported therein until the report required by clause (*a*) of sub-rule (*2*) of rule 53 has been made, and the authority of the Customs-collector has been obtained.

(*3*) Any person importing goods shall deliver to the Customs-collector at the customs-aerodrome of importation a bill of entry of such goods in the manner provided in section 29 of the Sea Customs Act, 1878, and shall truly furnish therein the several particulars required in a bill of entry under that section, and shall pay to such Collector duties thereon as if such goods were chargeable to duties under that Act.

(*4*) All goods imported into a customs-aerodrome shall be duly entered and unloaded within seven days from the time of the arrival of such aircraft at that aerodrome or within such further period as the Customs-collector or Chief Customs-officer may allow.

(*5*) All goods imported which have not been examined and passed by the Customs-collector shall be stored in a transit shed at the customs-aerodrome, and no person shall remove such goods from the transit shed before they have been examined and passed by such Collector.

56. (*1*) The exporter of any goods shall deliver to the Customs-collector at the customs-aerodrome of departure a shipping bill in the manner provided in section 29 of the Sea Customs Act, 1878, and shall truly furnish therein the several particulars required in a shipping bill under that section, and shall pay to such Collector duties thereon as if such goods were chargeable to duties under that Act, and such bill when signed by the Customs-collector shall be the clearance and authority for the exportation of such goods.

Procedure on export.

(*2*) No person shall without the consent of the Customs-collector unload from any aircraft any goods loaded thereon for export which have been cleared under sub-rule (*1*), or open, alter, or break any lock, mark or seal placed by any Customs-collector on any goods in any aircraft about to depart from the Civil and Military Station of Bangalore.

57. No person shall for the purpose of evading, or assisting the evasion of, the provisions of this Part make any signal from an aircraft entering or leaving the Civil and Military Station of Bangalore.

Prohibition of signals in certain cases

58. If any aircraft arriving from a place outside the Civil and Military Station of Bangalore shall be forced to land in any place other than a customs-aerodrome, or if any aircraft is so forced after departure from a customs-aerodrome of a foreign destination, the person in charge of the aircraft shall, if the place of landing is not an aerodrome, forthwith report to a Customs-collector or Police-officer, and shall on demand produce to such Collector or officer the log books belonging to the aircraft, and shall not allow any goods to be unloaded therefrom without the consent of such Customs-collector, and no passenger or member of the personnel thereof shall leave the immediate vicinity without the consent of such Collector or Police-officer. When the locality is one in which no Customs-collector or Police-officer is available, the person in charge shall not allow any goods to be unloaded without his consent, and no passenger or member of the personnel shall leave the immediate vicinity without his consent. The person in charge shall make in his log book a full statement of the action taken, and shall forthwith report the occurrence to the Customs-collector at the nearest customs-aerodrome. If the place of landing is an aerodrome, such person shall forthwith report the arrival of the aircraft and the place whence it came to the proprietor of the aerodrome, and the proprietor of the aerodrome shall forthwith report the arrival of the aircraft to a Customs-collector, and shall not allow any goods to be unloaded therefrom, or any passenger thereof to leave the aerodrome, without the consent of such Collector.

Forced landings.

59. (*1*) The person in charge of any aircraft shall permit any Customs-collector or other officer authorised in this behalf by the Customs-collector at any time to board and examine the aircraft and any goods laden thereon.

Examination.

(*2*) The importer or exporter of any goods shall produce such goods to the Customs-collector at the customs-aerodrome of importation or exportation, as the case may be, and permit him to examine such goods.

60. All persons importing or exporting or concerned in importing or exporting goods or passengers into or from the Civil and Military Station of Bangalore, and all persons in charge of aircraft arriving in or departing from the Civil and Military Station of Bangalore

Provisions of Act VII of 1878 to be deemed to apply to import and export,

shall so far as may be observed, comply with and be bound by the provisions of the Sea Customs Act, 1878, as if any references in such provisions to ships or vessels and the masters or captains thereof, and to the loading or unloading of goods thereon or therefrom, included references to aircraft and the persons in charge thereof, and to the loading or unloading of goods thereon or therefrom, and as if references in such provisions to a port or quay included references to a customs-aerodrome or an examination station.

Exemption of aircraft proceeding to or from Indian States.

61. Nothing in this Part, save the provisions of rule 52, shall apply in the case of aircraft—

(*a*) entering the Civil and Military Station of Bangalore from a State in India and not bound for a place outside India, or

(*b*) departing from the Civil and Military Station of Bangalore for a State in India.

PART X.

GENERAL.

Inspection.

Inspection.

62. Any officer of Government authorised by the Governor General in Council by general or special order in writing in this behalf may—

(*a*) at all reasonable times enter any place to which access is necessary for the purpose of exercising his powers or carrying out his duties under these rules;

(*b*) at all times during working hours enter that portion of any factory in which aircraft or parts of aircraft are being manufactured or assembled and inspect and examine any such factory, aircraft or parts and any drawings relating to such parts;

(*c*) enter, inspect and search any aircraft which he has reason to believe contains explosives, arms, ammunition, wireless telegraphic apparatus or goods which are being or have been imported or are being exported;

(*d*) enter and inspect any place where aircraft are kept.

Foreign Aircraft.

Exemption of foreign aircraft.

63. The provisions of these rules as to—

(*a*) registration of aircraft,
(*b*) licensing of personnel,
(*c*) airworthiness, and
(*d*) log books,

shall not apply in the case of any foreign aircraft during one month from the date of its arrival in the Civil and Military Station of Bangalore:

Provided—

(*i*) no person shall fly or land, or assist in flying or landing, any foreign naval, military or air-force aircraft over or in British India except on or with the invitation or permission in writing of the Governor General in Council, and in the case of any such aircraft landing on such invitation or with such permission the exemption provided by this rule shall apply only to such extent and on such conditions as may be specified in the invitation or permission; and

(*ii*) where any foreign aircraft, after first landing in the Civil and Military Station of Bangalore is flown over any part thereof except in such manner as may be necessary in order to proceed to a foreign destination, all the provisions of these rules shall apply in the case of such aircraft, unless there are carried in the aircraft and produced for inspection, as and when required by any officer specified in, or authorised under, rule 14, certificates and licences issued, and log books in the form approved, by a responsible authority in the country to which the aircraft belongs, complying substantially with the requirements of these rules.

Exemptions.

General power to exempt.

64. The Governor General in Council may by general or special order in writing exempt any aircraft or class of aircraft or any person or class of persons from the operation of these rules either wholly or partially, subject to such conditions, if any, as may be specified in such order.

Penalty.

Penalty.

65. Any person contravening any of the rules contained in Part II or any other of these rules with which by any rule contained in Part II he is required to comply, shall, where no punishment is provided for such contravention in the Indian Aircraft Act, 1911, be punishable with imprisonment which may extend to one month, or with fine which may extend to two hundred rupees, or with both.

SCHEDULE I.

[Omitted.]

15

SCHEDULE II.

(See rule 21.)

NATURE OF EXAMINATION TO BE UNDERGONE FOR THE GRANT TO AN APPLICANT FOR A PILOT'S LICENCE OR A CERTIFICATE OF FLYING COMPETENCY.

1.—*For Flying Machine Licence.*

Certificates are of two kinds—

"A" of flying competency for pilots of private flying machines (not valid for the flying of passenger or goods aircraft);

"B" of flying competency for pilots of passenger or goods flying machines.

Certificates may be granted in each case by two examiners approved in that behalf by the officer authorised under rule 19.

PRACTICAL TESTS.

The practical tests for certificates of flying competency shall be carried out within a period of one month.

They may be carried out in any order and each may be attempted twice.

They shall, save as otherwise provided, be witnessed by both examiners who will forward their official reports to the officer authorised under rule 19.

In each practical test the candidate must be alone in the flying machine.

"A" certificate of flying competency for pilots of private flying machines.

(*a*) *Test for altitude and gliding flight.*—A flight without landing, during which the pilot shall remain for at least an hour at a minimum altitude of 6,000 feet above the point of departure. The descent shall finish with a glide, the engines being cut off at 4,500 feet above the landing ground. The landing shall be made without the engine being started again, within 150 yards of a point fixed beforehand by the examiners.

(*b*) *Test of skill.*—A flight without landing round two posts (or buoys) situated 500 yards apart, making a series of five figure-of-eight turns, each turn reaching one of the two posts (or buoys). This flight shall be made at an altitude of not more than 600 feet above the ground (or water) without touching the ground (or water). The landing shall be effected by—

(*i*) finally shutting off the engine or engines at latest when the aircraft touches the ground (or water), and

(*ii*) finally stopping the flying machine within a distance of 50 yards from a point fixed by the candidate before starting.

(*c*) *Cross-country flight.*—A cross-country or oversea flight of at least 50 miles, the final landing being made at the point of departure.

"B" certificate of flying competency for pilots of passenger or goods flying machines.

The practical tests shall be as in clauses (*a*) and (*b*) above. Candidates already in possession of the "A" certificate are not required to pass these tests again.

Further practical tests shall be as follows:—

Test of endurance.—A cross-country or oversea flight of at least 200 miles, the final landing being made at the point of departure.

This flight shall be carried out in the same aircraft within eight hours, and include two obligatory landings during which the machine must come to rest at a point or points which shall not be the point of departure but which shall be fixed by the examiners.

At the time of departure the candidate shall be informed of his course and furnished with a map. The examiners will decide if the course has been correctly followed.

Night flight.—A thirty minutes' flight at an altitude of at least 1,500 feet and also a landing to be made between two hours after sunset and two hours before sunrise.

Recent flying experience test.—This is to be carried out on the type of machine for which the licence is required. It is to be a flying test of at least two hours with four landings in each of which no part of the machine is damaged.

This test need not be carried out in the presence of the examiners; but the candidate must submit proof to their satisfaction that he has performed this test.

TECHNICAL EXAMINATION.

The technical examination for both "A" and "B" certificates shall be in the following subjects:—

Rules of the air as contained in Part VIII.

Theoretical abstract knowledge of the resistance of the air in connection with planes, rudders, elevators and propellers; functions of the different parts of the machine and of their controls.

Assembling of aeroplanes, propellers, undercarriages, rudders, elevators and their controls.

Practical tests on rigging.

General knowledge of internal combustion engines, and their various functions; valve gear, carburation, ignition, exhaust.

Characteristics of aero-engines and a general idea of their constructions, adjustment and assembling.

Causes of the faulty running of engines. Fuel and oils. Description of the details of the aero-engines used. Adjustments, lubrications, upkeep, dissembling and assembling of the principal parts. Causes of breakdown. Use of throttle and other controls.

Practical tests in running repairs.

II For Airship Licence.

The examination for certificates of flying competency for pilots of airships shall be conducted in a similar manner to those for the flying machine licence with such modifications as may be permitted by the examiners under the directions of the officer authorised under rule 19.

The Technical Examination shall also include knowledge of the properties of gases and the theory of ballooning.

SCHEDULE III.

(*See rules 22 and 23.*)

NATURE OF EXAMINATION TO BE UNDERGONE FOR GRANT TO AN APPLICANT FOR A NAVIGATOR'S OR ENGINEER'S LICENCE OF A CERTIFICATE OF TECHNICAL COMPETENCY.

Certificates may be granted in each case by an examiner approved in this behalf by the officer authorised under rule 19. The examination shall be in the following subject:—

For Navigators.

Rules of the air as contained in Part VIII.

Map and chart reading and location of position.

Compass—magnitic meridian—declination, deviation, variation.

Courses—bearings—and their corrections.

Compensation of compasses (theoretical and practical).

Calculations of azimuth.

Flight by dead reckoning—measure of the relative speed—drift, traverse table.

Chronometer—chronometer rate—comparisons.

Sextants—adjustments.

Nautical almanac.

Determination of positions by means of bearings and altitudes of stars.

Great circle navigations.

Aeronautical navigational instruments.

Meteorology and weather charts.

International rules for aerial and maritime navigation and other international aerial legislation.

For Engineers.

Rules of the air as contained in Part VIII.

General knowledge of internal combustion engines, and their various functions; valve gear, carburation, ignition, exhaust.

Characteristics of aero-engines and a general idea of their construction, adjustment and assembling.

Causes of the faulty running of engines. Fuel and oils. Description of the details of the aero-engines used. Adjustments, lubrication, upkeep, dissembling and assembling of the principal parts. Causes of breakdown. Use of throttle and other controls.

Practical tests in running repairs.

SCHEDULE IV.

(See rules 27 and 28.)

CONDITIONS SUBJECT TO WHICH CERTIFICATES OF AIRWORTHINESS MAY BE ISSUED IN RESPECT OF TYPE AIRCRAFT AND TO SUBSEQUENT AIRCRAFT OF THE SAME TYPE.

Type Aircraft.

(1) The applicant shall forward with his application a copy of any certificate of airworthiness which may have been granted in respect of such type aircraft.

The applicant shall also send general arrangement, drawings of the proposed aircraft, together with such particulars of load, fuel, engines, etc., as will enable a preliminary opinion to be formed as to general safety.

(2) The applicant shall forward either with the application or subsequently such drawings and particulars of the proposed aircraft as may be necessary for the checking in detail of the safety of the aircraft. (Blue prints or rough sketches may be sufficient to enable the said checking to proceed provided they are fully dimensioned.)

(3) The applicant may proceed with the construction of any part or parts of the aircraft as and when these are approved by the officer authorised under sub-rule (*1*) of rule 27 (in this Schedule referred to as the Officer).

(4) The workmanship and materials of construction of the aircraft shall be approved by the Officer in accordance with detailed directions in clause (17) of this Schedule.

(5) On completion of the aircraft, flying trials shall be carried out by the applicant's or constructor's pilot in the presence of the Officer or of persons nominated by him (in this Schedule referred to as the representatives of the Officer.)

(6) After the satisfactory completion of the check calculations, inspection, and applicant's flying trials, and after any modifications considered necessary for safety have been completed to the satisfaction of the Officer, the applicant may be instructed to deliver the aircraft for official trials to such aerodrome as the Officer may specify (in this Schedule referred to as the official aerodrome).

(7) At any time prior to the delivery of the aircraft for official trials, modifications to the aircraft may be made by the applicant, provided that full particulars and drawings of the proposed modifications are first submitted to the Officer and that such as affect the safety of the aircraft are approved by him.

(8) During official trials, which may be attended by such number of representatives of the applicant as the Officer may approve, the aircraft will be in the charge of the representatives of the Officer, but the Officer and his representatives shall not be liable for any loss or damage caused to such aircraft during official trials.

(9) If any modifications are considered by the Officer to be necessary for safety as a result of such official trials, such modifications shall be carried out by the applicant, and on completion thereof the aircraft shall be delivered, if required, for further official trials.

(10) On the completion of official trials, the applicant will be notified, and reports on calculations and tests will be supplied to him by the Officer on application. The aircraft will, as the Officer may direct, either be handed over to the applicant at the official aerodrome for removal, or be delivered by an official pilot to an aerodrome selected by the applicant and approved by the Officer.

(11) On the satisfactory completion of the official trials, and after the completion to the satisfaction of the Officer of any modifications considered necessary for safety, a certificate of airworthiness will be issued. Prior to the issue of such certificate the applicant shall deliver to the Officer a complete set of working drawings (process tracing) of the aircraft.

Subsequent Aircraft.

(12) Following the receipt by the Officer of an application form duly completed, certificates of airworthiness for subsequent aircraft which conform in all essential respects with a type aircraft for which a certificate of airworthiness has previously been issued will be granted subject to the conditions and procedure hereinafter specified.

(13) The applicant may make modifications (including change of engine type) to the aircraft and may depart from the approved complete set of working drawings (process tracings) of the type aircraft which were delivered under clause (11) of this Schedule; but full particulars and drawings of the proposed modification shall first be delivered to the Officer and such as affect the safety of the aircraft shall be subject to his approval.

(14) During the construction of the aircraft the inspection of the workmanship, construction and materials shall be as approved by the Officer in accordance with the detailed directions in clause (18) of this Schedule.

(15) In the case of an aircraft which, in the opinion of the Officer, differs considerably from the type aircraft, or in the case of an aircraft built by a constructor not familiar with the type aircraft, the Officer may on completion of the aircraft require flying trials to be carried out by the applicant's or constructor's pilot in the presence of representatives of the Officer,

and may require the aircraft to be delivered to the official aerodrome for additional trials. The procedure in this case will be in accordance with the procedure governing similar trials in the case of a type aircraft, as laid down in clauses (8), (9) and (10) of this Schedule.

(16) On the satisfactory completion of the aircraft and of any trials that may be required by the Officer, and when any modifications considered necessary for safety have been completed to the satisfaction of the Officer, a certificate of airworthiness will be issued.

Prior to the issue of such certificate, the applicant shall deliver to the Officer a complete set of working drawings (process tracing) of any modifications to or departure from the type aircraft.

Method of Approval of Workmanship and Materials.

(17) In the case of type aircraft—

(*a*) inspection of workmanship and materials will be carried out by representatives of the Officer;

(*b*) the Officer will accept wherever in his opinion possible the inspection of details, components and materials for type aircraft made by employees of the constructor under the supervision of a representative of such constructor, but each component will be finally inspected and approved by a representative of the Officer who will co-operate with the constructor's inspecting staff;

(*c*) constructors must notify the Officer seven days before commencing work on any part of the aircraft, the inspection of which is necessary prior to further work;

(*d*) the constructor must also fulfil conditions detailed hereunder for subsequent aircraft.

(18) In the case of subsequent aircraft a type—

(*a*) constructors must satisfy the Officer that their inspecting staff is such as to ensure that aircraft passed by them conform in all essential respects to the type design;

(*b*) constructors must purchase material to the specifications approved of the type design, and must arrange that each and every batch of material is proved to comply with those specifications by such examination, sampling and testing, as may be approved by the Officer;

(*c*) constructors must make such arrangements at their works as will preclude the use of material other than that approved as in sub-clause (*b*);

(*d*) constructors' inspecting staffs, referred to in sub-clause (*a*), must stamp, or otherwise provide means for the identification of, each and very detail in such a way that the individual responsible for such approval can subsequently be traced, selective inspection being adopted where considered possible;

(*e*) constructors must issue only details or parts in respect of which the provisions of sub-clause (*d*) have been complied with to the shops for assembly into components;

(*f*) constructors must maintain an efficient process inspection during such work of assembly and record such inspection on a process card for each component. Every component must be finally inspected by a qualified member of their inspecting staff, who will stamp the component in such a way that he may afterwards be identified, and will also sign the process card;

(*g*) constructor's methods of carrying out the following operations must be approved by the Officer or his representative, namely:—heat treatment of steel, seasoning and conversion of timber, gluing of important parts, and doping;

(*h*) constructors must ensure that all instruments and other parts affecting airworthiness purchased from sub-contractors have been inspected and approved in accordance with these conditions;

(*i*) constructors (of aircraft or engine as may be arranged) must ensure that all engines have been inspected and approved in accordance with these conditions, and further that they have satisfactorily undergone such bench tests as are required by the Officer and for this purpose that suitable test stands and accessories are provided to the satisfaction of the Officer;

(*j*) aircraft constructors must carry out an efficient inspection of the installation of all engines, instruments and parts that are fitted by them into the aircraft, such inspection to ensure that they function correctly, the individual responsible being indicated by a signature on the process card referred to in sub-clause (*f*);

(*k*) constructors must limit the power of their inspection staff to grant concessions to matters which do not affect the weight, the strength or the functioning of the part. Should any of these points be affected, the matter must be referred to the designer of the aircraft, and, if affecting the type design, to the Officer as laid down in the case of modifications to type designs.

Aircraft constructed outside the Civil and Military Station of Bangalore.

(19) In the case of any type or subsequent aircraft constructed outside the Civil and Military Station of Bangalore the Officer may in his discretion issue a certificate of airworthiness, although the conditions specified in this Schedule have not been fulfilled, if he is satisfied that they have been substantially fulfilled in the construction of the aircraft.

SCHEDULE V.

(See rule 35.)

Instructions for maintenance of Log Books.

(1) The constructor, or the owner if the constructor is not in a position to do so, should fill in and sign the original entries in each log book. Subsequent entries should be made and signed by the pilot or other responsible member of the personnel.

(2) A copy of the certificate of airworthiness should be kept in a pocket at the end of the aircraft log book.

(3) All entries should be in ink, except in the case of journey and signal log books, the entries for which may be made in pencil in a rough notebook, but should be entered in ink in the log book every twenty-four hours.

In the event of any official investigation the rough notebook may be called for.

(4) No erasures should be made in, nor pages torn from, any log book.

(5) A copy of this Schedule should be inserted in each log book.

(6) The various log books shall contain in each case the following particulars namely :—

(1) in the case of a journey log,—

(*a*) the type to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner; the name of the constructor; the carrying capacity; and

(*b*) in addition, for each journey,

(*i*) the name, nationality and residence of each member of the personnel, and

(*ii*) the place, date and hour of departure, the route followed, and all incidents of the journey, including landings and weather conditions;

(2) in the case of an aircraft log,—

(*a*) the type to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner; the name of the constructor the carrying capacity; and the capacity of the tanks;

(*b*) the type and series number of engine, and the type of propeller, showing number pitch, diameter and maker's name;

(*c*) the type of wireless apparatus fitted, if any;

(*d*) a table showing the necessary rigging data for the information of persons in charge of the aircraft and of its maintenance; and

(*e*) a fully detailed engineering record of the life of the aircraft, including all acceptance tests, overhauls, replacements, repairs and all work of a like nature;

(3) in the case of an engine log,—

(*a*) the type of engine, series number, maker's name, power, normal and maximum revolutions of engine, date of acceptance and date on which first put into service; petrol consumption; oil consumption;

(*b*) the registration mark and the type of aircraft in which the engine has been installed; and

(*c*) a fully detailed engineering record of the life of the engine, including all acceptance tests, hours run, overhauls, replacements, repairs and all work of a like nature;

(4) in the case of a signal log,—

(*a*) the type to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner;

(*b*) the place, date and time of the transmission or reception of any signal; and

(*c*) the name or other indication of the person or station from or to whom or which a signal is received or sent.

SCHEDULE VI.

FORM A.

(See rule 16.)

Form of application for aircraft registration certificate.

SIR,

I / We hereby apply for a certificate of registration and the grant of Nationality and Registration Marks for the following private / passenger and goods / goods aircraft.

Maker.
Maker's number.
Owner's full name.
Owner's residence.
Station of the aircraft.
Description.

For Flying Machines.	*For Airships.*
Whether aeroplane, seaplane or flying boat.	Whether rigid, semi-rigid or non-rigid.
Number of planes, viz.—monoplane, biplane, etc.	Cubic capacity.
Whether tractor or pusher driven.	Overall length in feet.
Overall length in feet.	Maximum diameter in feet.
Span in feet.	Material of which envelope is made and name of maker.
Maximum height.	Gas ordinarily used.
Are wings made to fold?	Useful weight of carrying capacity.
Seating or passenger capacity.	Seating or passenger capacity.

For Engines.

Number———
Rotary or Stationary———
Number of cylinders———
Horse power———
Maker's name———
Name, if any, of engines———
Total weight machine with engines——
Useful weight carrying capacity———

*I enclose attached herewith :—

(1) Certificate of Nationality and Suitability.

(2) Certificate of Airworthiness.†

* If applicant has already received a certificate or licence substitute "my certificate of nationality and suitability was approved by you on the grant of certificate No. , dated "
†In the case of passenger aircraft only.

I hereby declare that the aircraft is owned by me / Mr. of / the Company carrying on business at / the firm of carrying on business at

and that the particulars given above as to such aircraft are true to the best of my knowledge and belief. I agree to observe the following conditions if a certificate of registration be granted to me :—

(1) to notify either personally or by registered letter any change in station of this aircraft if such change is for a period exceeding fifteen days ;

(2) to notify as above the destruction, loss or transfer, of the said aircraft and, in the case of transfer, the name and address of the transferee ; and

(3) to return this certificate when the aircraft is destroyed, lost beyond recovery or transferred.

(Signature of applicant)
Full name and address

Dated

21

FORM B.

(*See rule 16.*)

Form of certificate of Nationality and Suitability.

Mr. of in the District of

in the Province of { is personally known to me / has been identified before me to my satisfaction. }

I am convinced that he is by nationality a { British / French, Italian, Persian, etc., } subject. The inquiry which I have made as to his character and reputation has not disclosed any reason against the grant to him of a licence to $\frac{\text{own}}{\text{fly in}}$ an aircraft.

(Signature)

Dated District Magistrate (or Commissioner of Police).
Civil and Military Station, Bangalore.

FORM C.

(*See rule 17.*)

Form of certificate of registration of an aircraft.

The aircraft described below has been registered under the Bangalore Civil and Military Station Aircraft Rules, 1929, and has been granted Nationality and Registration Marks as follows :—

Nationality mark——

Registration mark——

Description.—

Nationality

Number and date of Registration.

Type of Aircraft.

Maker.

Maker's number.

Description.

Owner's full name.

Owner's residence.

Owner's nationality.

Station of the aircraft.

The aircraft shall carry affixed to the car or to the fuselage in a prominent position a metal plate inscribed as follows :—

Aircraft registered as No. India.

Marks.

Owner's Name.

Owner's Residence.

Station of aircraft.

(Signature of Officer)

Dated

FORM D.

(See rule 20.)

Form of application for pilot's licence for private aircraft.

SIR,

I hereby apply for the issue to me of a licence as a pilot of private $\frac{\text{Flying Machines.}}{\text{Airships.}}$

I enclose attached herewith—

(1) Certificate of Nationality and Suitability.

(2) Medical Certificate.

(3) Certificate of Flying competency "A"
or
Certificate that I am qualified as a Royal Air Force Pilot. } Strike out one or other.

(4) Two copies of a photograph of myself, unmounted.

I send herewith per rupees five

I am, etc.,

(Name in full with rank, title, etc.)

(Full address.)

(Occupation.)

Dated

NOTE.—The form of application for other licences under Part IV will be similar to the above with such modification as may in each case be necessary.

FORM E.

FORM F.

(See rule 21.)

Form of "A" certificate of flying competency for pilots of private aircraft.

We hereby certify that
of who
$\frac{\text{is personally known to us}}{\text{has been identified before us to our satisfaction}}$ has in the presence of both of us performed to our satisfaction the following tests on a† $\frac{\text{flying machine}}{\text{airship}}$ viz., :—

†Enter here the type of flying machine or airship.

He performed each test in the manner noted and initialled by us under each.

We are both of opinion that he is competent to fly a private $\frac{\text{flying machine.}}{\text{airship.}}$

‡Give here designation, viz., R. A. F. Pilot, etc.

(Signature)‡ { . . / . . } Examiners.

Dated

NOTE.—The form for the "B" passenger and goods certificate will be similar to the above with the alteration of the later tests.

23

FORM G.

(*See rules 22 and 23.*)

Form of certificate of Technical Competency as navigator / engineer *of passenger or goods aircraft.*

I hereby certificate that Mr. of

who is personally known to me / has been identified before me to my satisfaction has been examined by me as to his knowledge of the subjects specified in Schedule III of the Bangalore Civil and Military Station Aircraft Rules, 1929, for the case of navigators / engineers, and that he has shown a satisfactory knowledge of each subject.

I am of opinion that he is competent to act as navigator / engineer, of passenger or goods aircraft.

(Signature.) Examiner.

Dated

FORM H.

(*See rule 24.*)

Form of certificate of competency as member of the personnel (otherwise than as pilot, navigator or engineer) of passenger or goods aircraft.

I hereby certify that Mr. of in the District of who is personally known to me / has been identified before me to my satisfaction has been examined by me as to his knowledge of the rules of the air as contained in Part VIII of the Bangalore Civil and Military Station Aircraft Rules, 1929, and that he has shown a good general knowledge thereof.

I am of opinion that he is competent to act as member of the personnel (otherwise than as pilot, navigator or engineer) of passenger or goods aircraft.

(Signature) Examiner.

Dated

FORM I.

(*See rule 25.*)

Form of Licence for personnel.

No. of 19

(Full Name)
of (address)

is hereby licensed to act as—

*All but the appropriate entry to be struck out

*(*a*) pilot of a private flying machine,
*(*b*) pilot of a passenger or goods Aeroplane / Seaplane / Flying boat of the following types—
(1)
(2)
*(*c*) navigator of any passenger or goods aircraft,
*(*d*) engineer of any passenger or goods aircraft,
*(*e*) member of the crew of any passenger or goods aircraft,

for a period of six months from the day of 19 , subject to the Bangalore Civil and Military Station Aircraft Rules, 1929.

(Signature of officer.)

Dated

Photograph of holder

NOTE.—The form of licence for the pilot of an airship will be similar with such modification as may be necessary.

This licence is renewed for a further period of six months from—

the	day of	19
the	day of	19
the	day of	19
the	day of	19
the	day of	19

Date of original medical examination.

Result of original medical examination.

Date of subsequent medical examination

Result of subsequent medical examination.

Signature of Officer renewing licence.

FORM J.

(See rules 27 and 28.)

Form of certificate of airworthiness.

Number

I hereby certify that aircraft—

Type

Maker's name

Maker's number

has been examined for airworthiness as a $\frac{\text{type aircraft}}{\text{subsequent aircraft of the same type as}}$ _____ aircraft for which certificate of airworthiness number _____ has been granted on _____ and is hereby certified as airworthy, provided the following conditions are complied with :—

(*a*) the total weight including all items of load should not exceed _____ lbs.

(*b*) the loading including the placing of passengers should be such that the centre of gravity remains within the following limits, viz.

(Signature)

(Designation)

Place

Dated

FORM K.

(See rule 29.)

Form of certificate of periodical inspection and overhaul of $\frac{\textit{an aircraft}}{\textit{the engine of an aircraft.}}$

I hereby certify that $\frac{\text{aircraft}}{\text{the engines of aircraft}}$ type _____ marks _____ $\frac{\text{has}}{\text{have}}$ this day been inspected and overhauled by me, and that all necessary adjustments and repairs have been made to my satisfaction and that the $\frac{\text{aircraft}}{\text{engines}}$ $\frac{\text{is}}{\text{are}}$ in good order and fit for flight.

(Signature)

(Designation)

Place

Dated

25

FORM L.

(See rule 31.)

Daily certificate of Safety of Aircraft.

Aircraft type Registration mark

Inspection at on time

I hereby certify that I have this day examined the above aircraft and that I consider it safe in every way for flights to-day when loaded as specified in its certificate of airworthiness.

(Signature)

(Countersignature)

Dated

I hereby certify that I have this day examined the engines, engine installations and accessories of the above aircraft, and that in my opinion they are in every way safe for flights to-day.

(Signature)

(Countersignature)

Dated

FORM M.

(See rule 33.)

Pilots' certificate of General Fitness of Aircraft before flight.

Aircraft type Registration mark

Preparatory to flight fro to

Loading.

Total weight of the aircraft including all items of load does not exceed lbs.

Loading (including placing of passengers) is such that the centre of gravity of the aircraft is within the limits specified in the certificate of airworthiness. Petrol, oil and water are sufficient for proposed journey, viz.

Officers and Crew.

Name.	Duty.	Licence No.

Number of passengers

This aircraft is considered fit in every way for the proposed journey.

(Signature)

Dated

Hour

FORM N.

(*See rule 35.*)

Form of Aircraft Log.

Date.	Hour.	Commanding Officer.	Route.	Time in Air.		Petrol consumed.	Oil consumed.	Water consumed.	No. of passengers.	Repairs or replacements.	Remarks.	Signature.
				Hours.	Mins.							
			Brought forward ...								Time in the air since last periodical inspection and overhaul : hours. mins Date of last periodical inspection and overhaul :	
			Carried forward									

FORM O.

(*See rule 35.*)

Form of Engine Log.

Date.	Hour.	Engineer in charge.	Revs. per min.		Time run.	Defects found.	Particulars of overhaul or replacement.	Remarks.	Signature.
			On ground.	In air (state climbing or level).					
								Time run since last periodical inspection and overhaul :— hours. mins. Date of last periodical inspection and overhaul :—	

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FORM P.

(*See rule 54.*)

Form of notice of departure for a foreign destination.

Form of notice of departure for a foreign destination.

To the Customs-collector at customs-aerodrome.

I, of
being the person in charge of aircraft, marked
hereby give notice that I intend on date t time
hours to take the said aircraft out of C. & M. Station of Bangalore by air, viz., from
customs-aerodrome to

(Signature)

(Person in charge of the aircraft.

Permission is given for the above aircraft to depart from
customs-aerodrome at or about hours on

Signature Customs-collector,
Customs-aerodrome.

Dated

G. KIRKBRIDE, CAPTAIN,
Secretary to the Resident.

1024 (a)—12-1-1932—30—RPB.

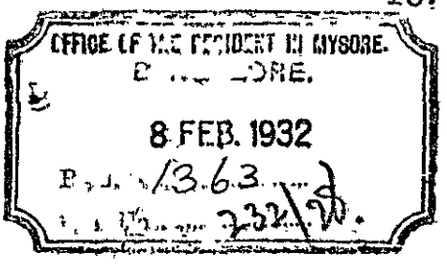
No. 27041

Headquarters, Madras District,

Bangalore, 6th February 1932.

S.N. 13

To:



The Secretary to the Resident of Mysore,

BANGALORE.

Sir,

I have the honour to acknowledge receipt of three copies of Bangalore Civil and Military Station Aircraft rules, 1929, and state that I have no suggestions or remarks to offer.

I have the honour to be,

S i r

Your obedient servant,

Major-General,
Commander, Madras District.